

### Indicator Lights Lamp Replacement

1. Carefully withdraw the indicator light/socket assembly (**Figure 64**) from the handlebar cover.
2. Replace the bulb(s) and reinstall the light/socket assembly into the handlebar cover.
3. To remove the socket/wiring harness assembly, perform the following:
  - a. Remove the bulb as described in this procedure.
  - b. Remove the front fender as described under *Front Fender Removal/Installation* in Chapter Thirteen.
  - c. Remove the lower bolt (**Figure 65**) and open the electrical connector door and disconnect the black 4-pin electrical connector (**Figure 66**).
  - d. Remove the socket/wiring harness assembly (**Figure 67**) and install a new one.
  - e. Close the electrical connector door and tighten the bolt securely.
  - f. Install the front fender.

### HIGH OIL TEMPERATURE WARNING INDICATOR SYSTEM

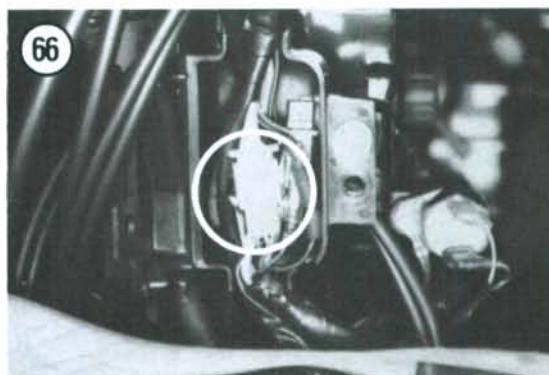
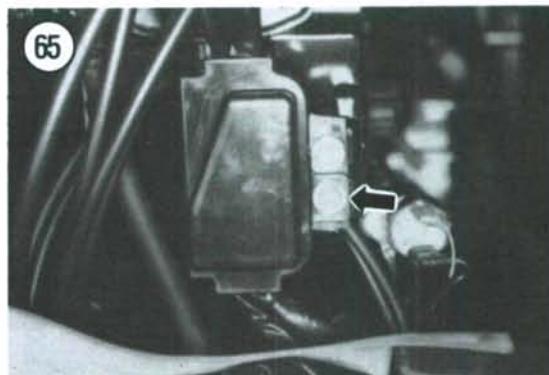
The high oil temperature warning indicator system (**Figure 68**) turns on a warning light at the base of the handlebar when the engine oil temperature exceeds the normal range. At this point, the engine should be turned OFF and allowed to cool down.

The high oil temperature warning light should come on for a few seconds and then go off when the ignition switch is turned ON.

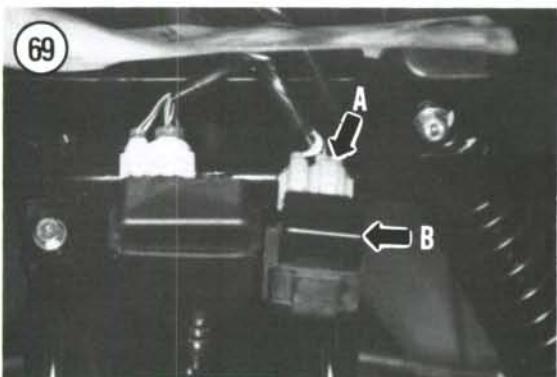
The alarm unit is located on the frame next to the CDI unit under the front fender. Honda does not provide any service information on the alarm unit but does provide a procedure to check the input information being sent to the alarm unit.

### Alarm Unit Input Test

1. Remove the seat.
2. Remove the front fender as described under *Front Fender Removal/Installation* in Chapter Thirteen.
3. Disconnect the electrical connector (A, **Figure 69**) from the alarm unit.
4. Check the voltage and continuity between the connector terminals on the wire harness side of the terminal.



5. Turn the ignition switch to the ON position.
6. To check the oil warning indicator circuit, perform the following:
  - a. Connect a 0-15 DC voltmeter between the brown/red (+) and the green (-) terminals on the harness side of the electrical connector. There should be battery voltage indicated.
  - b. If there isn't, check for a loose or corroded electrical connector at the oil pressure sensor.
  - c. If the connector is okay, there is probably an open or short in the brown/red or green wire circuit. Repair or replace the circuit.
7. To check the battery voltage circuit, perform the following:
  - a. Connect a 0-15 DC voltmeter between the black (+) and the green (-) terminals on the

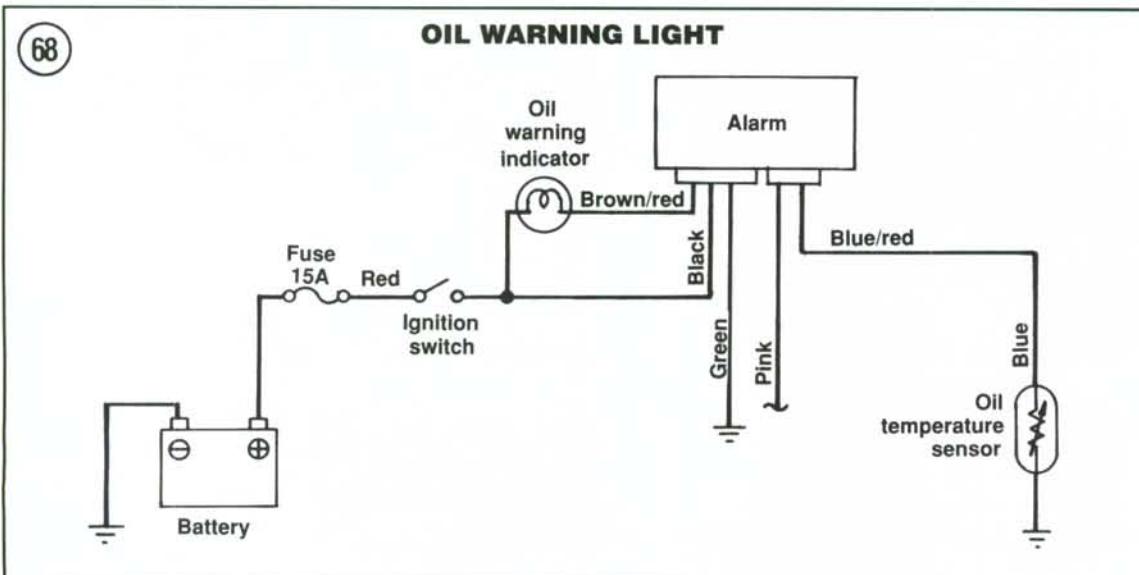


harness side of the electrical connector. There should be battery voltage indicated.

- b. If there isn't, check for a loose or corroded electrical connector at the oil pressure sensor.
- c. If the connector is okay, there is probably an open or short in the black and green wire circuit. Repair or replace the circuit.
8. To check the oil temperature sensor circuit, perform the following:
  - a. Connect an ohmmeter between the blue/red terminal on the harness side of the electrical connector and ground. The specified resistance is 9.5-10.5 K ohms ( $25^{\circ}\text{C}/77^{\circ}\text{F}$ ).
  - b. If the resistance is not within specifications, check for a loose or corroded electrical connector at the oil pressure sensor.
  - c. If the connector is okay, there is probably an open or short in the blue/red wire circuit. Repair or replace the circuit.
  - d. Test the oil temperature sensor as described in this section.

### Alarm Unit Replacement

1. Remove the seat.
2. Remove the front fender as described under *Front Fender Removal/Installation* in Chapter Thirteen.
3. Disconnect the electrical connector (A, **Figure 69**) from the alarm unit.



4. Carefully pull the alarm unit (B, **Figure 69**) up and out of its rubber isolator.
5. Install a new alarm unit into the rubber isolator.
6. Apply Dielectric Compound (available from a Honda dealer) to the electrical connector prior to reconnecting it. This will help seal out moisture.
7. Make sure the electrical connector is free of corrosion and is completely coupled onto the alarm unit.
8. Install the front fender and seat.

### Oil Temperature Sensor Testing

Refer to **Figure 70** for this procedure.

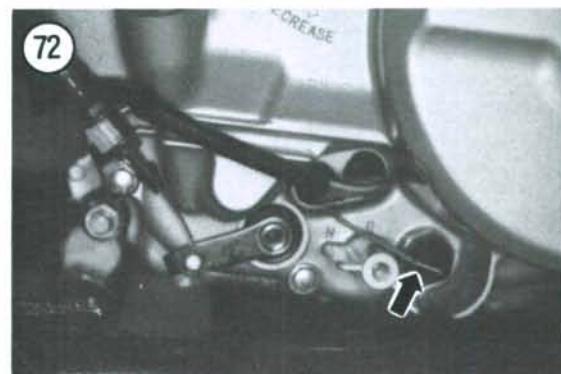
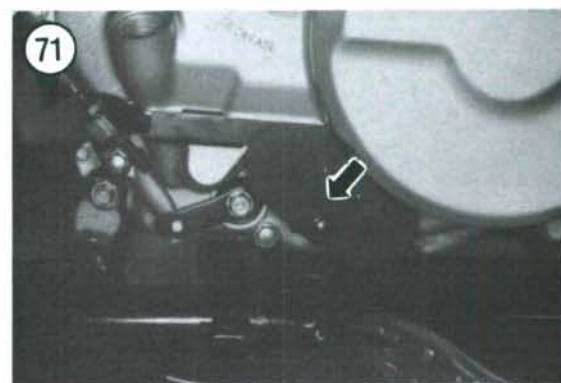
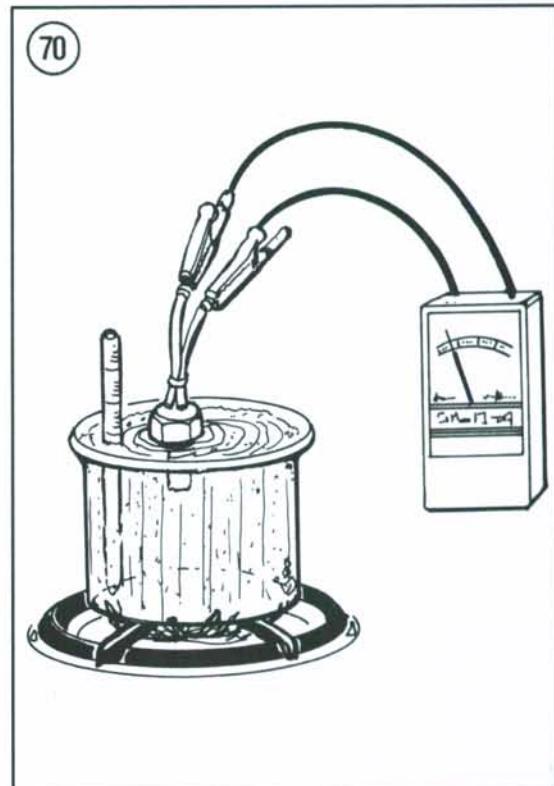
**WARNING**

*Wear safety glasses or goggles and gloves during this test. Protect yourself accordingly as the oil is heated to a very high temperature.*

1. Remove the oil temperature sensor as described in this section.
2. Fill a pan large enough to accept the sensor with engine oil.
3. Use an ohmmeter with alligator clips on the test lead ends. Attach the test leads to the terminals on the sensor.
4. Suspend the sensor or place the sensor on a piece of wood in the pan of engine oil.
5. Place a thermometer in the pan of oil (use a cooking or candy thermometer that is rated higher than the test temperature). Do not let the sensor or the thermometer touch the pan as it will give false readings.
6. Gradually heat the pan of oil and check the resistance readings listed in **Table 4**. After checking, remove the sensor and turn OFF the heat under the oil.
7. If the sensor readings do not correspond to those listed in **Table 4** during any of the temperature ranges, the sensor must be replaced.

### Oil Temperature Sensor Removal/Installation

1. Drain the engine oil as described in Chapter Three.
2. Remove the bolt securing the switch cover (**Figure 71**) and remove the cover.
3. Disconnect the electrical connector (**Figure 72**) from the oil temperature sensor.



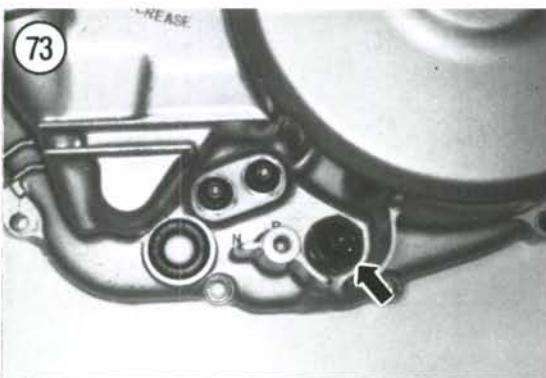
**NOTE**

*Figure 73 is shown with the right-hand crankcase cover removed for clarity. It is not necessary to remove the cover for this procedure.*

4. Unscrew the oil temperature sensor (**Figure 73**) from the right-hand crankcase cover.
5. If necessary, test the sensor as described in this section.
6. Install the sensor in the right-hand crankcase cover and tighten to 18 N·m (13 ft.-lb.).
7. Connect the electrical connectors to the sensor.
8. Install the switch cover and bolt.
9. Refill the engine with the recommended type and quantity of engine oil as described in Chapter Three.

**DIODE****Testing**

1. Remove the seat.
2. Remove the front fender as described under *Front Fender Removal/Installation* in Chapter Thirteen.


**IGNITION SWITCH  
CONTINUITY TEST**

	BAT1	BAT2	BAT3	IG1
Color	R	BL	P/W	P
Off				
On	●	●	●	●

3. Remove the lower bolt (**Figure 65**) and open the electrical connector door and disconnect the diode from the wiring harness (**Figure 66**).

4. Use an ohmmeter and check for continuity between the 2 terminals on the diode. Connect the negative (-) test lead to the negative (-) terminal and the positive (+) test lead to the positive (+) terminal. There should be continuity (low resistance) in the normal direction and no continuity (infinite resistance) in the reverse direction.

5. Replace the diode if it fails this test.

**SWITCHES****Ignition Switch Testing**

1. Remove the seat.
2. Remove the front fender as described under *Front Fender Removal/Installation* in Chapter Thirteen.
3. Remove the lower bolt (**Figure 65**) and open the electrical connector door and disconnect each individual electrical connector (**Figure 66**) from the wiring harness. The wire colors are as follows: red, black, pink/white and pink.
4. Refer to **Figure 74** and connect the ohmmeter test leads to the indicated color wires with the ignition switch in the indicated positions.
5. If the switch is good, there will be continuity (low resistance).
6. If the needle does not move (no continuity) on any of the tests, the switch is faulty and must be replaced.

**Light, Dimmer, Engine Kill  
and Starter Switch Testing**

The light, dimmer, engine kill and starter switch are a single assembly. If any portion of the switch is faulty, the entire switch assembly must be replaced.

1. Remove the seat.
2. Remove the front fender as described under *Front Fender Removal/Installation* in Chapter Thirteen.
3. Remove the lower bolt (**Figure 65**) and open the electrical connector door and disconnect the 3-pin electrical connector and each individual electrical connector (**Figure 66**) from the wiring harness. The wire colors are as follows:
  - a. 3-pin electrical connector: green, brown and yellow/red.
  - b. Individual wires: black, white and blue.

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